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# The State Chronicle

The State Chronicle has the Largest Circulation of any Daily Paper published in North Carolina.

Equal and Exact Justice to All Men, of Whatever State or Persuasion, Religious or Political.--Thos. Jefferson.

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## AT THE SCENE OF THE WRECK.

Some Theories as to the Cause of the Disaster.

NO POSITIVE EVIDENCE.

Incidents and Interviews--The Great Kindness of People of Statesville.

(Editorial Cor. STATE CHRONICLE.)

STATESVILLE, N. C., Aug. 29.--The best information is that there were an even fifty persons on the ill-fated No. 9 that dashed into Third creek--falling a distance of seventy-two feet by actual measurement. I cannot imagine how a single one of them escaped instant destruction. Those that escaped were snatched from the very jaws of death. Of this half hundred, twenty-two bodies have been recovered, and it is surmised that one lady whose body has not been recovered was killed in the sleeper. If so this makes twenty-three accounted for. The number of wounded is twenty-six, making in all forty-nine, leaving one person wholly unaccounted for and really two of whom nothing is known. I have not seen the conductor, who was slightly injured, but I understand he says there were fifty people on the train, and not seventy-two as was first reported. Admitting that fifty was the actual number on the train, it is horrible to think of the death and destruction of two who are loved by somebody and whose loved ones may never know that they found an unknown grave in this disaster. Terrible as is the death of those whose remains will be tenderly interred by loved ones, the death of the two who may never be known (if the number was fifty as was stated) is the most fearful incident of the terrible tragedy.

I spent all the morning at the scene of the wreck, and such a sight to chill the blood I hope never to see again. And I did not get here until after all the dead and wounded had been removed.

The dead were embalmed by a Charlotte undertaker and sent to the relatives as soon as they could be communicated with, and the wounded were cared for tenderly. The people of Statesville opened their houses and gave the best of services and comfort to those who needed assistance and help. They will never forget the warmth and cordiality of the people in Statesville. They have vied with each other in desire to relieve the sufferers. No people could have been more thoughtful, considerate and generous.

Bostian's viaduct where the accident occurred is two and a half miles west of Statesville. The train fell from the north side of the track, and was fifty feet from the place where the rail was removed or the sills were rotten. The engine fell upon the high embankment on the west side of the creek and lay like a crushed and fallen beast. The engine had evidently nearly reached the west end of the bridge when it fell down crashing to the embankment. The tender was covered. The second class car was shattered into smithereens, and the greatest marvel of the wreck is how any man escaped from that car, because the first class coach fell upon it. Superintendent Bridgers' car partly covered the sleeper.

Engineer West was found pinioned under his cab, while within an arm's reach of him were the bodies of two of the unknown female passengers. How their bodies got

from the first class coach to the engine will never be known.

The sleeper was the "Saluda" and Capt. Bridgers' car was known as the "Daisy." One steel rail was bent into the form of a half moon.

### INJURED.

Of the injured all will recover except Mr. A. L. Sink, of Lexington; B. M. Estes, of Memphis, Tennessee, and J. Johnson, the newsboy, of Randolph county. They are dangerously hurt and their recovery is doubtful.

Miss Poole, who is doubly bereaved, her father having died suddenly in Raleigh a year ago, and her mother been killed in the accident, is suffering mentally as well as physically.

Rev. J. M. Sikes who was killed, was a Presbyterian minister and was going to China September 6th.

### MR. RANSOM INTERVIEWED.

Mr. Patrick E. Ransom, son of Senator Ransom, who escaped from the second class car, is at Mr. W. E. Anderson's. His face and head are badly hurt and he has a bruise on his body. In answer to questions, he said:

"I had been riding in the first-class car, but had gone in the second class to smoke a cigar and was in the act of lighting it when I felt the jostling of the cars on the sills. It seemed that they ran on the sills a good distance. My impression is that the second-class car fell first. I threw away my cigar and sat down in a stooping position. I felt the car when it turned over. I did not feel it hit the ground. I was senseless for a few seconds (hardly longer) and as my senses came to me I got out. I was not pinioned at all. In falling the second-class car had turned completely around, and I came out next to the engine, though the baggage part of the car was nearest it before falling. My wounds, three on the head and one on the hand, were bleeding profusely. I came out, rather dazed, and sat down close to the engine, but fearing the engine might burst I moved my position 25 or 30 feet. I saw Auditor Sanderlin and an Asheville fireman and others. I heard women praying, screaming, and asking for help, and some crying that were being murdered. Saw nothing like robbery of any kind. Was carried to a carriage in a blanket by convicts to Mrs. Caldwell's, where my wounds were dressed.

"I do not believe any one put anything on the track, but I think the rails were rotten. I feel certain that no rails were torn up." He expects to be able to leave Statesville on Monday.

### SOMETHING ABOUT THE KILLED.

Charlie Barnett, one of the dead firemen, was a native of Henderson county, but had been working at his trade of plasterer in Asheville for some time. He was about 24 years old and leaves a wife. He was the secretary of the Rescue hook and ladder company.

Perry Barnett was a brother of Charles Barnett, and was a plasterer. He was 21 years old, and unmarried.

Samuel L. Gorman was a native of Vermont. About one year ago he went to Asheville from Washington, and for sometime past has held a position at the plumbing establishment of J.C. Brown & Co., on Patton avenue. Mr. Gorman was about 27 years of age, and leaves a wife and two children, who are in Washington.

W. E. Winslow, another one of the dead, was the tank repairer of the Western North Carolina R.R., with headquarters at Asheville. He leaves a small child, a girl, who is now with relatives in Marshall.

Miss Ophelia Moore, who was killed, and her mother, who was seriously injured, are the daughter

and wife of R. C. Moore, of Helena, Ark. The Moores are prominent in literary and social circles, and are well known throughout the South. They were returning from summering in the Blue Mountains. Mr. Moore was not with them.

Nearly every one of the dead was crushed in the head. All the baggage of the passengers was destroyed.

### Theories Advanced as to Cause of the Wreck.

A dispatch to the Atlanta Journal says that one report of the cause of the disaster is that the rains of the day and night previous so undermined the trestle and rendered it incapable of holding up the train.

Whatever the correct theory as to the accident may be, it is certain that there is no foundation for this opinion. The Bostian viaduct where the accident occurred is the most massive and durable in the State. It is made of five arches of heavy masonry and is in as good condition now as the day before the wreck. It is not damaged in the slightest, and persons saved from the wreck walked across it on their way to Statesville for help. When I saw it the track had all been replaced, but it is said that rails, cross ties and every wooden thing on the viaduct was hurled down into the creek below and the masonry alone spanned the creek. It took a terrible wrench to drag the heavy timbers off the bridge, but they were all wrenched off.

One of the steel rails was so bent by the wrench that it is in the shape of a half moon. The viaduct was built in 1857 under the direction of Col. ELIASON, civil engineer. MAJ. J. W. WILSON, then a young man, assisted in its erection and tells me that nowhere is there a more solid structure. A glance at it discloses that neither time, nor flood, nor fire could shake it or make it dangerous. The recent rains, therefore, had nothing to do with the accident unless they had swelled the cross-ties and caused the track to spread.

A few of the cross-ties are rotten in places, but they are, with the exception of the end of one, in good order as to their heart and I saw that it took strength to drive a spike into the hearts of all of them. Col. ANDREWS informed me that all of these cross-ties had been placed on the road within the last three years. The average length of the life of a cross-tie is between six and eight years. I am no expert, but I do not well see how the rotten places on the ties could have caused the wreck. For that matter, I do confess that I am unable to account for it, and having heard much conflicting testimony it is clear to me that nobody knows how the accident occurred, and that all the evidence merely goes to establish the probabilities of the theories, but there is no certain and positive proof as to the real cause.

The convicts went to work early after the wreck to fix the track. It is to be regretted that it could not have stood intact as it was until MAJ. WILSON, chairman of the Railroad Commissioners, and other experts could have made an examination. If so, it is probable the cause of the wreck could have been ascertained. However, this would have delayed passing trains.

Col. W. A. ELIASON, an expert civil engineer, who built the viaduct, and former employee of the road, says: "It is impossible to pull spikes without bending them. This was not the case with those found on the track. The cross-ties were rotten and utterly unsafe."

The section-master told the Richmond Dispatch reporter (so he writes) that he had done no work on the bridge for some time, and

cannot say if it was safe or not. The Dispatch reporter says: Prominent lawyers representing the railroad are attending the investigation and object to any employee, of the company testifying in the case.

### AN OFFICIAL STATEMENT.

The following statement was sent to the Richmond Dispatch:

STATESVILLE, N. C.,

August 28, 1891.

J. H. Drake, Richmond, Va.:

Your wire to-day received. The wreck was caused by the removal of a rail near the east end of the bridge. Seventeen passengers and five employees--railroad and Pullman--cover the dead. Twenty-six wounded, none of whom, in my opinion, will die.

[Signed]

W. H. GREEN,

General Manager.

Richmond and Danville Railroad. I have already given the opinion of Sheriff Allison and Mr. Frank Page, who think the track was tampered with, and of others who think not.

The coroner's jury is composed of Messrs. P. C. Carlton, John Stephany, J. U. Damprecht, Geo. F. Shepherd, M. C. Williams and J. S. Ramsey. They are excellent citizens, and they are giving the matter their best attention and making the fullest investigation.

I hope they will be able to throw some light on the cause of the wreck.

In heard some complaint that the railroad authorities ordered the convicts to quit work taking out the bodies and go to work repairing the track, and some people say this was to put the track in the position to prove their theory of tampering with the track. The railroad men say that they ought to be praised for this--that they removed the convicts because there were more people at work trying to save people than could work, and that the Statesville people could work more intelligently than the convicts. They say that it was important to have trains run through at once.

The high character of the railroad officials forbids any one to place confidence in the notion that attempts were made to make evidence. I believe that the railroads were actuated solely in rebuilding the track hastily, by a desire to allow no delay in business, and that this suspicion does them great injustice.

There is an open question here as to the speed at which the train was running when the accident occurred. The conductor, who is very reliable, thinks the speed was thirty miles an hour. Some of the passengers say they never went so fast and the speed must have been fifty-five miles an hour. It is said that the accident might be accounted for if the train was making this speed on the ground that it would jump the track more easily if there was any obstruction on the track.

Third creek, at this place is a narrow, insignificant stream less than fifteen feet wide and not more than four feet deep. The cars have dammed up the stream and it is some wider now. The drowning happened in this way: Two cars--the first-class and sleeper--fell with their ends in the creek making an extended V. The ends that were together fell in the water, and the other end of the cars were upon dry land. No one was drowned except in the ends of these two cars.

Col. A. B. Andrews is President of the road and Capt. W. H. Bridgers is Superintendent. These officers are at the creek and are doing all they can for the sufferers and are greatly distressed at the awful disaster. No men could do more than they have and they are to be highly commended for their action.

## BARKER'S LIFE HANGS IN THE BALANCE.

He is Charged With the Murder of Internal Revenue Officer Barnwell.

### THE CASE IN THE HANDS OF THE JURY.

The Reidsville Review Libel Case--Brower Defeated--Selection of the Site for Mt. Airy's Fine New Hotel.

(Special to State Chronicle.)

MT. AIRY, N. C., August 29.--The case of Barker charged with murdering the internal revenue officer Barnwell in this county some months ago while the latter was capturing an illicit distillery, and of wounding Barnwell's associate Brill, came up this week in Surry county court. This was the celebrated murder case about which so many sensational reports were sent out.

About a half dozen of the ablest lawyers in the State were employed on each side. After many able and eloquent speeches, Judge Graves gravely charged the jury, and the life of Barker now lies in their hands. It is thought that after a long sitting the jury will acquit Barker. The celebrated libel cases of ex-Congressman Brower also came up. Messrs. Gilliam & Oliver, editors of the Reidsville Review, were arraigned under three separate indictments for reflecting upon the character of Brower. The first case tried was the same one in which the Review editors offered a compromise some time ago. Brower would accept none and the case came up again. The jury returned a verdict of not guilty and Brower being defeated his attorneys *non prosequi* the other indictments and also that one against Jas. Bradfield, a noted politician of Salem.

The stockholders of the Granite City Land and Improvement Company to-day selected the site for the grand hotel at the White Sulphur. It is to be upon a high hill about which towers another, with the springs at the foot of both. On the banks of the Ararat river upon the highest hill a pavilion will be built, from which the Blue Ridge can be viewed for one hundred and fifty miles.

### A Pleasant Excursion.

[Special to STATE CHRONICLE.]

WINSTON, Aug. 29.--Although the day has been dark, cold and gloomy it did not prevent the several hundred employees of P. H. Hanes & Co., proprietors of a big tobacco works here, from enjoying a free excursion to Martinsville, Va., given by the liberal and progressive firm. A number of cars rolled out of the R. & S. depot this morning loaded with hundreds of men, black and white, with their families. The excursion returned here to-night, everybody in a good humor and with many kind words for the generous firm who gave them such a pleasant time.

### New York Weekly Bank Statement.

[By The United Press.]

NEW YORK, Aug. 29.--The important changes in the principal items of the New York bank statement for the week was as follows: Surplus reserve, dec., \$1,341,975. Loans, increase, 1,891,800. Specie, decrease, 2,888,100. Legal tender, increase, 1,669,000. Deposits, increase, 491,500. Circulation, increase, 157,300.

### THE RACE TRACK.

SHEEPHEAD BAY.

First day's racing of the fall meeting.

First race, 5 1/2 furlongs: Correction first; time 1.08.

Second race, 9 furlongs: LaTosca first; time 1.55.

Third race, 6 furlongs. (Futurity stakes for 2 year olds): His Highness first; time 1.15 1/5.

Fourth race, mile: Pagan first; time 1.42.

Fifth race, 9 furlongs: Willie L. first; time 1.58.

Sixth race, one mile on turf, (Green stakes for 3 year olds and upwards): Snowfall first; time 1.45.

### GLOUCESTER.

First race, 9 furlongs: Jackstaff first; time 2.05 1/2.

Second race, 6 furlongs: Illian first; time 1.21 1/2.

Third race, 7 furlongs: Wenonah first; time 1.35 1/2.

Fourth race, 4 1/2 furlongs: Express first; time 58 1/2.

Fifth Race, 5 furlongs: Appomattox first; time 1.33 1/2.

Sixth race, 6 1/2 furlongs: Flagrant first; time 1.24.

### ON THE DIAMOND.

(By United Press.)

#### LEAGUE.

At Pittsburg: Pittsburg, 11; New York, 2.

At Cincinnati: Cincinnati, 4; Brooklyn, 7.

At Cleveland: Cleveland, 3; Boston, 11.

At Chicago: Philadelphia, 6; Chicago, 2.

#### ASSOCIATION.

At Boston: Louisville, 2; Boston, 2.

At Philadelphia: (First game.) Athletics, 8; Columbus, 3.

At Philadelphia: (Second game.) Athletics, 8; Columbus, 2.

At Baltimore: Baltimore, 6; St. Louis, 6.

At Washington: Milwaukee game prevented by rain.

### Latest From Statesville.

Special to State Chronicle.

STATESVILLE, N. C., August 29.--The jury has not reached a verdict yet. Will take up the case again to-morrow. Fifty persons were on the train. No deaths have occurred since noon of the day of the wreck. Mr. Sink's condition is improving. Other patients improving. The theory of a criminal wrecking is waxing stronger. The counsel for the Richmond & Danville railroad are still here.

### The Grave Situation in China.

(By Cable.)

LONDON, Aug. 28.--The Munchelgemeine Zeitung, in an editorial on the dispatch from China published yesterday to the effect that the situation in China is exceedingly grave, says: The disturbances in central China and the anxiety they have produced in all the treaty ports have come as an unpleasant awakening to the sense of security into which we had allowed ourselves to sink through a mistaken belief that China had become a thoroughly civilized country and that the Chinese people entertained only friendly feelings for foreigners.

### Senator Blackburn Stricken.

By The United Press.

LOUISVILLE, Ky., August 29.--Senator J. S. C. Blackburn, of Kentucky, suffered a stroke of apoplexy at New Castle, Kentucky, last night. He has been taken to his home at Versailles.